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VARYING A SUSPENSION LINKAGE RATIO IN A VEHICLE SUSPENSION

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ABSTRACT OF THE DISCLOSURE

A method and apparatus for actively tuning a vehicle suspension, operatively connect a wheel of the vehicle to a chassis of the vehicle with a suspension apparatus including a control arm of fixed length, having an inboard end thereof adapted for articulating attachment to the chassis, an outboard end thereof adapted for articulating attachment to the wheel, and a selectively movable intermediate attachment point thereof disposed between the inboard and outboard ends of the control arm and adapted for attachment of a compressible suspension element. The intermediate attachment point is selectively movable, with respect to the inboard and outboard ends of the control arm, to vary a suspension linkage ratio for changing the stiffness and/or height of the suspension apparatus at one or more corners of the vehicle, to thereby allow active tuning of the suspension during operation of the vehicle.